

TODA 4G63 2323 Capacity Up KIT

φ86.00 × 100mm	2323cc	13000-4G6-3T1-I
φ86.50 × 100mm	2350cc	13000-4G6-3T2-I
φ87.00 × 100mm	2378cc	13000-4G6-3T3-I

Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and loads as well as improved durability.

What's new !!

MITSUBISHI 4G63 2323cc CAPACITY UP KIT

Introducing a
Central Oil Feed Design!!

TODA HIGH POWER CONNECTING-ROD

WITHOUT COMPROMISE

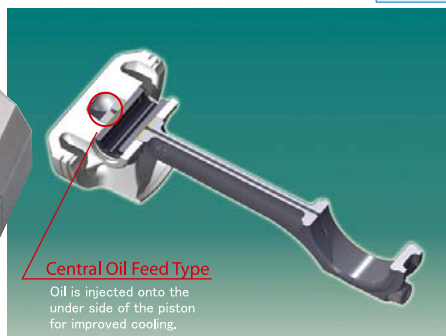


KIT contents

- ①TODA Forged Piston KIT(φ86.00/φ86.50mm / φ87.00)
- ②Special crankshaft (Long stroke-High accuracy dynamic balanced)
- ③Standard designed connecting-rods (Central oil feed & fully floating with bush & balanced)
- ④Connecting-rod bearings (Black metal is used. Bearing clearance has been adjusted)

Central Oil Feed Design

The connecting rod is a fundamental part of the engine, requiring both lightness and strength for high power engine tuning. These structural requirements receive close attention from TODA Racing, which of course includes the use of the latest FEA (Finite Element Analysis) structural analysis software. Very high precision is also required during manufacturing whether it is for the long central hole or removing just the right amount of metal leaving a strong but light weight connecting rod. Detailed design can also help to improve both pin lubrication as well as direct cooling of the under side of the piston crown. Reductions in piston temperature lead to improved piston strength, reduction in knocking so improving ignition timing for more power. These factors are very important in producing reliable power in a turbo engine. All TODA I section connecting rods use ARP bolts.



Central Oil Feed Type

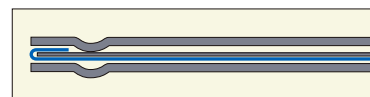
Oil is injected onto the under side of the piston for improved cooling.

Engine type	Bore×Stroke	Displacement	Crown Volume ^{※1}	Projection Height ^{※2}	Part No	Price(Set)	Reference C/R ^{※3}
4G63 2323KIT EVO I~VIII	φ86.00×100mm	2323cc	-21.0cc/-22.7cc	-0.3mm	13000-4G6-3T1-I	¥450,000	TODA head GKφ86.5mm t=1.2mm EVO I~VIII ξ≒8.7:1 t=1.5mm EVO I~VIII ξ≒8.5:1
4G63 2323KIT EVO I~VIII	φ86.50×100mm	2350cc	-21.0cc/-22.8cc	-0.3mm	13000-4G6-3T2-I	¥450,000	TODA head GKφ87.5mm t=1.2mm EVO I~VIII ξ≒8.8:1 t=1.5mm EVO I~VIII ξ≒8.6:1
4G63 2323KIT EVO I~VIII	φ87.00×100mm	2378cc	-21.0cc/-22.8cc	-0.3mm	13000-4G6-3T3-I	¥450,000	TODA head GKφ87.5mm t=1.2mm EVO I~VIII ξ≒8.9:1 t=1.5mm EVO I~VIII ξ≒8.7:1

※1 Crown volume is measured "from the piston shoulder" / "from the deck of the block". ※2 Piston shoulder height is measured from the deck of the block.
※3 The compression ratios given above are only to be taken as a guide, measurements are required.

High Stopper Metal Head Gasket

With ever improving tuning technology, the pressure increases found in the combustion chamber can become a problem. Improved gas sealing is a high priority when increasing the power output of any engine. Press steal type. The sealing system is made of two sections, a ring and bead, forming a strong seal. ※ Should be used with TODA's forged pistons.



A section from the High Stopper Metal Gasket

4G63 EVO I-III

4G63
High Stopper Metal Head Gasket



Part No.	Thickness	Bore size	Price
12251-4G6-312	1.2mm	φ86.5mm	¥22,000
12251-4G6-315	1.5mm	φ86.5mm	¥22,000

4G63 EVO IV-VIII

4G63
High Stopper Metal Head Gasket



Part No.	Thickness	Bore size	Price
12251-4G6-608	0.8mm	φ86.5mm	¥22,000
12251-4G6-610	1.0mm	φ86.5mm	¥22,000
12251-4G6-612	1.2mm	φ86.5mm	¥22,000
12251-4G6-615	1.5mm	φ86.5mm	¥22,000
12251-4G6-712	1.2mm	φ87.5mm	¥22,000
12251-4G6-715	1.5mm	φ87.5mm	¥22,000